IN THE SPECIFICATION

Please amend paragraphs [0002], [0008], [0010], [0026], and the ABSTRACT to read as follows. A marked-up version of these amended paragraphs is attached at Appendix A.

[0002] Springs, and more specifically, leaf and coil springs, are used to form a portion of a suspension system used to suspend a vehicle's running gear from the vehicle's frame and to provide stability to the vehicle as it is subjected to compression, tension, torsion and bending forces during operation.

[0008] It is further an object of the present invention to provide a method for making a composite spring for use in a vehicle suspension system that is formed of both carbon and glass fibers and having a sinusoidal profile transversely mounted about the vehicle frame.

[0010] The composite spring of the present invention is preferably formed with carbon and glass fibers. The sinusoidal composite spring blank is preferably molded with a neutral axis extending along the length of the spring at a midpoint of the sinusoidal profile. The blank preferably is formed with carbon fibers extending at and below the neutral axis surrounded by glass fibers, both fibers preferably impregnated with a hardening substance. The carbon fibers are successfully located at and below the neutral axis of the blank by pre-loading the mold frame in tension before placing the frame in the mold. Location of the carbon fibers in this manner provides a stronger, more durable composite spring for both a standard and active suspension system.

[0026] Figure 2 shows the prior art method of forming a conventionally shaped composite spring blank 58 for use as a lower control arm 22 (Figure 1.) Typically, fibers 60 are continuously wound around a frame 62 and placed within mold halves 64a and 64b. The fibers 60 may be impregnated before or during the curing process. The mold chamber 66 forms the shape of the composite spring blank 58.